

THE CURRENT QUESTION.

It is more to be dreaded than any other which threatens the harmony of the Democratic party, in the near future. Those of the eastern and middle States stand, on this question, side by side, with the Radicals and are, of course, for the earliest return to a gold basis and consequent contraction to enhance the value of concentrated capital, and prolong, in the hands of monopolies, that money power which has corrupted the government and oppressed the people almost to the point of ruin to both. Whilst such is the policy of those Democrats who have imbibed the spirit of extreme Radicalism and adopted its policy on this important subject, those of the West and South, who represent the vital interests of agriculture and labor, favor expansion of the currency as the most effective means of stimulating production and securing its cheap access to the markets of the world.

The party of the first part, argue that gold is the true standard of value, and that a paper currency, no matter how wisely adjusted, must be subject to fluctuations that will unsettle values, depress, or excite the markets and ensue sudden losses which culminate in panics and bankruptcies. Hence they conclude that the markets cannot be stable, nor the currency fixed in value, unless it be so reduced, in quantity, as to bear a certain numerical relation to the amount of gold in the Treasury and in the vaults of banks.

The most advanced on the other side, argue that gold has less intrinsic value than iron, copper, tin, or lead, and that it owes its fictitious value in part, to its former scarcity, but almost entirely to the laws that have made it a standard of values. The arbitrary value given to gold as a regulator of the currency has made it serve only as a sort of sliding scale, by means of which avaricious speculators can raise, or depress the nominal value of greenbacks according as their ventures in gold and stocks, require the one, or the other condition. They argue, farther, that the wealth of the whole country is the proper basis for a currency, uniform in value, and redeemable in government bonds, bearing three and two-thirds per cent interest. Our inference from this is, that the government is to be made a great banking institution, issuing its own notes and redeeming them with its own bonds. How such a radical change in the constitutional currency, and in the constitutional functions of the government, will work, we are unable to forecast. We readily admit, however, that a paper currency, so long as the business of the country has confidence in it, is as good as a metallic one, and in some respects, better, but the difficulty, in the way of such a change is to ascertain and fix the manner of ultimate redemption and what shall be the *quid pro quo*. So far as the internal commerce of the country is concerned, we can readily see how greenbacks, if made equivalent to gold, will answer all the demands of trade, but as we have a foreign commerce of vast proportions, every other commercial country recognizes gold as the standard of commercial values, and by that standard they are enabled to make the currency of each convertible into its own. Can we do this with greenbacks? If not, what will be the effect upon foreign commerce of a purely paper currency redeemable only in larger "promises to pay."

We confess our inability to fathom the depths of this sea of speculation upon the vital question of a sound currency, but are at no loss to perceive that a clearer exposition of the theories of both parties, and fuller details of their practical workings are needed to commend the one or the other, to the average intelligence of the country. Most men can see that a hasty return to specie payment must produce a collapse in business and wide spread ruin, but few are prepared to see how paper can be substituted for gold, making the former the standard of its value by the simple exchange of bank notes for government lands. There is a sort of superstition—if you please—in the popular estimate of gold, as a standard of values, that make it a delicate job to dethrone it, and supply its place by adopting, in its stead, the wealth of the whole country as the basis of a paper currency, and of its final redemption. The wide difference of opinion on this subject, shows how difficult it is to understand, and at the same time, this extreme difference shows also that there is a happy medium between them—a point where both parties may meet in a wise and harmonious adjustment of extreme views and a final settlement of a question so important to the welfare of the country and to the harmony of the party, with which the settlement must rest. That the public ought to be prepared, as early as possible, for a compromise of extreme opinions, is manifest from the tendency of the question to assume a sectional character which ought to be deprecated by all.

But whatever may be the solution of the financial problem, the conviction is fast gaining ground that the system of national banks, at an annual cost of twenty-five millions of dollars, to the people, is a costly incumbrance; and that, as a part of the Radical machinery for sustaining usurpation and corruption and fastening upon the people a grinding moneyed aristocracy, ought to be abated. The government is bound for every dollar of the issues of those banks, then why not dispense with agencies that are both costly and dangerous? If government paper is to be the circulating medium, let it be issued directly from the Treasury, and if banks are indispensable, let them be free, or subject only to such legal restraints as will hold them to a strict responsibility for malfeasance.

The intimacy between Grant and Mosby is the result of the attraction of affinity—they are both third terms and both doomed to subside, in a short time, and be lost to public view.

The time is not distant when the most zealous Radical will hate the negro as heartily as he ever professed to love him.

The southern Radical journals are trying to create the impression that the political revolution has no farther significance than a temporary dissatisfaction, that can easily be removed, if the Radicals officials will, henceforth, act honestly and with an eye to the public good. But those organs ought to know, from past experience, that Radical leaders have neither the wisdom nor the patriotism to act upon such advice. Had they possessed these prerequisites of enlightened statesmanship, such a revolution would not have been needed, and that they do not possess them now, is obvious from the mutual crimination in which they are indulging—ignorant that such course must cause increased defection from their ranks and give additional impetus to a revolution which their corruption, as statesmen, have precipitated. The organs ought to know too, that carpet rule—the curse of the South—is played out, and that the colored voters—like too many white ones—will not cling to the losing side, and when the Radical pressure and government bayonets are removed, the colored voters will, at once, see the wisdom and the necessity of close co-operation with southern whites. The inevitable loss to the Radical party, will make the South a unit against Radical rule, and then it will appear that the agencies employed to subjugate and debase the South will become an instrument in the final destruction of Radicalism.

The Manhattan Democratic Club of New York, is trying to forestall the opinions of the party, by demanding such legislation, by Congress, as will force contraction and resumption of specie payments. That centre of hybrid Democracy, of which the "World" is the organ, needs the closest watchfulness. Whilst it is Democratic in some of its features, it is emphatically Radical in its views on the currency question, and if those views are incorporated into the policy of the party, the South and West, in the way of pecuniary relief, will gain but little from a revolution which promises so much at this time. New York is the money centre of the United States, and its leading Democrats would rather live under Radical rule than endorse any policy, no matter how conducive to the general welfare, which may weaken the controlling influence of capital in centralizing power and wealth at that point. The Democratic party, if it looks to Manhattan and Tammany Clubs, for wisdom and guidance will soon find itself helplessly stranded upon the reefs and shoals of its own folly.

Out of work and out of food; is said to be the cry of the thousands of the laboring classes of New York City. It cannot be the absence of capital in that great money-centre, which causes such widespread distress. Then it must be because capital is not in sympathy with labor, and that it is carrying out the Radical policy of concentrating all the wealth of the country, in the hands of a few who are to rule the millions with a rod of iron. Such is the tendency of monopolies, and if the masses, in whom lies the power to correct these monstrous devices of foul ambition and avarice, choose to be deluded, wronged and enslaved by a corrupt ring, dignified with the title of a government, why they deserve their fate no matter how hard it may be.

GRANT charges the political revolution to foolishness of Congress, and the leaders in that body charge it to Grant's foolish desire for a third term. Both are right, they are mutually criminal, and hence the trouble; but, be it as it may promises to be a beautiful opening for a wider breach, and that between the Executive and those prominent Radicals who are anxious to fill the position which is resolved never to abandon voluntarily. Grant is inflated with that sort of vanity which assures him that his will is the supreme law to the people and that they can not possibly do without him, and hence his determination to fight it out on the political line he has mapped out for himself.

BEFORE the election, Grant thought it would be undignified in him to disclaim any aspiration to a third term; but since the election, his obstinacy avows his purpose to secure a third term, by arguing that the result of the election is rather in favor, than opposed to his intentions, and stolidly ascribes the revolution to the dampfold leaders of the Radical party, in Congress. He is evidently incapable of reading the signs of the times, and is happy in the belief that the storm was damaging to the party, but left him unscathed. It will require a writ of ejectment to satisfy him that his lease of the white-house expires with his present term.

The middle in Arkansas originated in this way: A regularly constituted Convention met there last summer, and framed a new constitution, under which Garland was elected Governor, the constitution having been ratified by 70,000 majority. Smith however claims that the new constitution is bogus, and that he is Governor under the supposed organic law. Under this plea he demands of the firm of Grant & Williams a sufficient federal force to remove Garland and place himself in the gubernatorial chair. If this impudent demand is granted, it will be a manifest that the people—none too soon—have taken steps to remove the usurper from the position he disgraces.

In Louisiana, the hope of the Radicals, for multiplying the will of the majority, lies in the returning Board, which is expected to count out the Conservative Congressmen, and put Radicals in their places. But this trick will not win, because the Democratic majority in the next Congress will have control of any bogus constitution founded upon such palpable frauds. This is the true condition of the political troubles in those two States. In the first, Grant, Williams & Mosby may give trouble by armed intervention. But in Louisiana, there is no such danger because Kellogg is the bayonet Governor already, and the election trouble is to be settled by the incoming Congress.

BRIST BUTLER, like Falstaff, is not only witty himself, but the cause of wit in others. He is catching it from all quarters, and without the hide of an alligator, and a conscience as brassy as his face, the goodings would run him crazy. As it is, he jingles his money and his spoons as the answer to every thrust at his meanness.

THE IRON WAGON.

Reply to "Enquirer" in the Chronicle.

Substantial Testimony.

A writer in the Chronicle over the signature of "Enquirer," claiming to want information, asks me some questions, concerning the wrought iron wagon. I am very glad of this publication, for it gives me an opportunity to reply to the misrepresentations that are being industriously retailed through the country.

I could have appreciated the article more had it been couched in direct enquiries, rather than ill-natured insinuations, with the author's name to it. His failure to come out in bold discussion of such a question with his name to it, forces the conclusion that he either knew his statements to be untrue, or felt that his name would lend no credit to the subterfuge.

I have no interest in deceiving the public and less in deceiving myself. I have no desire to engage in any enterprise that promises failure, nor would I try to persuade my friends to do so. I did not undertake the iron wagon enterprise until after thorough investigation, satisfying myself fully, and I have taken some pains in exhibiting the wagon and inviting close examination and open expression from all classes and it has undergone the closest scrutiny of the best mechanics and experts in iron, which has only brought to light more and more of its superior qualities, and I now challenge Mr. "Enquirer," or any one else, to point out a single fault or reasonable objection. Investigation is what I want and seek. If there are things about the wagon or objection, that cannot be overcome, I want to know it. It is my interest to know it. But "Enquirer's" investigation is a little "too thin" to lead the public to believe that he is after honest investigation. I will, however, answer his questions and reproduce the whole of his article.

"Enquirer" says: "Having seen the Tobacco Leaf, from time to time, great accounts of the iron wagon, you will be kind enough to permit me to ask a few simple and practical questions concerning the iron wagon. I ask Mr. Ingram, it appearing that he is a spokesman for the iron wagon theory, which is strongest word of iron, of the same weight."

There is really no point in the question. It depends altogether how the strength is applied or in what shape and to what use the two are put. If shaped into wheels and gearing of a wagon, the iron has more strength than any other durable material, and is more durable. This is understood by all. Wood made in a wagon without the use of iron is worthless. There is from 850 to 865 pounds of iron in the iron wagon. That much wood and iron combined in the proportions common in wood wagons, is not near so strong as the iron wagon and remember that wood wagons are generally half iron.

"Which will draw the lightest on the team a ton of iron or a ton of feathers?" The question has no application; loose straw or anything of the kind will, of course, be pulled by the elasticity in it and finds the same relief on the iron wagon as on the wooden. Iron, brick, &c., is dead weight on either wagon.

"Which will run the lightest the wooden wagon?" The iron wagon, so say gentlemen who have fully tested the fact, is twenty per cent, lighter draught—their certificates will be found below. The iron wagon is the lightest draught because,

First. The principal weight is in the motive power, the wheels—where the weight and strength is needed. Secondly. The iron wagon runs the lightest because it has a 34 inch spindle, larger than the two-horse wood spindle, and all teamsters testify that a large spindle runs lighter in mud and for that reason people in the country prefer the wooden axle or thimble skien to the common iron axle.

Thirdly. The iron wagon runs lighter because it has only twenty inches bearing on the spindles, while the wooden or ordinary iron axle has forty-four inches, consequently the iron wagon has less friction, and rolls itself regularly. There is a patent on this axle, Mr. "Enquirer," and you can't use it in your wooden wagons.

"What was the reason that the iron wagon, after having the one load of forty hundred, over a street almost as smooth as a house floor, had to be taken to a smith's shop in a secluded part of the city, and that between two cases, and worked the silent watches of night, when it was thought that it was none to wheel or find it out?"

This is a misrepresentation, the wagon was never carried to any shop and repaired after night. I produce the statement of Mr. J. P. Whitfield, of Whitfield, Bates & Co., proprietors of the Clarksville Foundry and Machine Shop. He is known to the community as a man skilled in the mechanism of iron, an enterprising upright honorable gentleman; also, Mr. Julius Bollins, a good blacksmith, and one of the City Aldermen. I was not aware of Mr. Bollins' work on the wagon until since "Enquirer's" article. I learn that these insinuations have been used to poison the minds of our citizens against the enterprise by that class of persons who are always croaking and oppose everything.

MR. WHITFIELD'S STATEMENT. At the request of Mr. Ingram I will state that the iron wagon was left at the foundry, perhaps in May last, to have one of the point bands reset, which was done in open daylight and the band secured to its place by two or three rivets. I saw nothing in the repair to condemn the wagon. If the rivets are bored out, the boxing turned and forced in by pressure and the wrought iron bands shrunk on, as I understand will be done here, I can see no reason why the work would not be durable. This is the process of putting on car wheels, without any other fastening.

sent here, and when he learned the mistake, ordered the wheels back and sent a set of 10 and 12 spoke wheels.

Now wasn't it a most remarkable test that a set of cast hubs with loose boxing should stand under a load of 4,000 pounds and two men on it, making about 4,500 pounds, drawn several times around the square, up Franklin, First and Strawberry streets, passing as often over five rough stone crossings, over hard streets, by no means as smooth as a plank floor besides hauling many other loads.

It was even a greater test than that made at Danville with 10,000 pounds of pig iron and six men on it, I have explained to hundreds of people that the wagon had not been perfected, that the Danville company were with out the proper machinery for setting the hubs, and that the iron spokes they put them in rough so as to give satisfaction in all wagons sent out for use, when the proper machinery is gotten up for boring out the hub and forcing the boxing in by compression, as explained by Mr. Whitfield; there can be no doubt of the work standing.

It is not an experiment, to be tested but a certainty developed in loco motive, and car wheels, and all heavy machinery. Certainly after all these tests, such mechanism will stand in a wagon wheel. I could if necessary procure a hundred certificates of the best mechanical minds in the country, agreeing with Mr. Whitfield's idea, "and if the iron wagon is lighter and stronger than the wooden one, why not make it all wood? We can make it all iron, but your wooden wheels wouldn't be worth a cent without iron."

"Also, what is the testimony of seven teamsters who used the iron wagon in a city of neighboring State? This we will answer. One of them writes: 'I am a thing in favor of the iron wagon—he took the other six say they would not take the wagon a gift nor be compelled to work their horses for so much for the iron wagon.'"

There is not a single iron wagon in use outside of the State of Illinois and vicinity of Danville, except the one here, consequently there is no truth in the statement. The wagon which I have had on exhibition, was used one day at Guthrie and one day at Trenton and those using it both white and black, pronounce the lighter draught wagon the best they ever hitched to.

I here produce the statement of three gentlemen of high character at Danville, who are using both iron and wooden wagons daily.

DANVILLE, ILL., May 11, '74. This is to certify that I used one of the Wrought Iron Wagons during the winters of 1872 and 1873, in hauling coal from my yard, and in the summer following in brick, &c., and am free to say that, according to my observation when a wooden wagon is loaded all it will bear, I can put on the Iron Wagon one-third more load and draw it with the same draft.

L. S. MAXEY. This is to certify that I have one of the Iron Wagons in my yard for patent in constant use in the lumber business. I do not hesitate to say that I believe the wagon runs as easy as the common wood wagon with 20 per cent, more load on it. With my experience with the wagon, I feel justified in recommending the Iron wagon.

DANVILLE, ILL. This is to certify that after an experience of twenty-five years in hauling brick from my brick kiln one mile from Danville to the city, and in hauling from my kiln 1 1/2 mile from Springfield to the city for the State House of nine million brick, I have found that for an ordinary horse wagon one thousand brick is all they will bear, and more teams hauled less than even that amount. During last season I saw one of the Danville Wrought Iron Wagons haul several loads from the kiln, and fifteen hundred brick was no ordinary load, and as far as I could see, it rolled as easily to the team with its load as the wooden wagon with their load. I saw also, one load of two thousand brick on the same wagon hauled to the city. This load I consider would be equal in strain on the wagon to 10,000 lbs and there was no perceptible give to the iron wagon in any way.

PERRY FAIRCHILD. Danville, Ill., May 11, 1874. "Also, will Mr. Ingram please inform us what became of the celebrated little iron wheel, the Park's iron wheel, the Park's wheel and a dozen others we could mention? But time and space will not permit. If the above are answered satisfactorily, we may be induced to take the iron wagon enterprise. It may be said of us that we are old fogies, that we are slow to accept improvements, but far from it. We are for all improvements that have a chance of success, but if you must have a wagon factory, and there ought to be one here, why not make the wooden wagon? We know it will meet the demands of the people. Will Mr. Ingram please give us some light on the above subject?" "INSURER."

I know nothing of the several wheels that the gentleman is enquiring after, but suppose they have gone the way of his balance wheel, since they have failed to exhibit any light in the great wheel of progress. But I can tell him that the "California wheel" and "Savannah wheel" iron hubs have proved a success and the most popular hubs in use.

Of course "Enquirer" is no "old fog" no one has accused him, but then he is not in favor of taking hold of anything new until other people fully develop it, and reap all the profits. He would have us stay iron wagon on the evidence of all the mechanics in the country; would rather listen to the evidence of *several* teamsters and wait till neighbor Jones tried one twenty years. I doubt if the writer is yet satisfied with the reaper invention. He "rakes" iron wagon enquires. Oh yes, I remember now a proposition to change my tactics and get up a factory for wooden wagons. Now I will give some objections. First, the iron wagon is the best, stronger, more durable, and less subject to repairs. For wooden wagons, it requires too much capital to come in competition with large Eastern factories that are flooding the country with low priced shoddy wagons. Paint will make an inferior wagon look as well as a good one.

The iron wagon will have no competition. \$50,000 will start a factory that will turn out five iron wagons per day and wouldn't make more than two wooden ones, and would have to wait one or two years for timber to season, or commence on wooden steamers, timber while the iron wagon may be started at once.

A wooden wagon factory would have to establish a reputation before it would find ready demand to turn its capital. The iron, will find demand at once, because the farmers are tired of the countless draughts, money on repairs, setting tires, &c., and enough will be willing to try the iron wagon, on their own judgment, and knowledge of iron and its durability, to furnish ready cash demand, if we were to make ten wagons per day.

day. I might assign twenty just such reasons, but it is unnecessary. The Wrought Iron Wagon is no longer an experiment, it is a success. Every farmer and common laborer in the country knows the value of iron, and every body of all the valuable improvements of the age, is toward iron and steel.

"Enquirer" says the people understand wooden wagons and they will meet their demands. Yes, because they have never had anything better, and when they want to do heavy hauling they have their wagons heavily ironed. Now, what is the improvement in the iron wagon? Why, simply we have the iron hub, wrought iron spokes, wrought iron fellows, bolsters and hounds. We have tried iron axle, iron tire, iron hub, iron boxing and all manner of iron, but they have not been good. Then why not adopt the iron fellow, hub, &c. We know they are much stronger and more durable than wood, the mechanism is better and then there is no contraction of one and expansion of the other, letting the whole construction fall to pieces.

Now, I have to say to the people of Clarksville and Montgomery county, if you listen to such subterfuge and clap-trap as "Enquirer" has produced you will lose the best enterprise ever offered to any people, one that will not only add to and build up the industry of the town and surrounding country, and bring immense trade, but actually pay a handsome profit on every dollar of the investment. Not long ago the city of Clarksville donated over \$50,000 to a good enterprise, but will not bring half so much prosperity as the wrought iron wagon works, which only asks for the loan of that much at 6 per cent interest and a premium of 35 per cent on the money. And better still, the people in the adjoining counties are willing to lend a liberal helping hand when Montgomery does her part. Will our people do it, let us lose no time. Let those who read this consider how much they would be willing to give, rather than this enterprise should fail, and lend just that much on the terms proposed, and it will be a success, and don't wait either for me to call on you, but send me a postal card or give your name to some one soliciting subscriptions. No man will be called for until enough is subscribed.

Respectfully, M. V. INGRAM. THE IRON WAGON. Messrs. Editors:—In our inquiries of last week, we did not anticipate the necessity for again enumerating your columns with anything more about the Iron Wagon; but it is hard to foresee how much smoke a spark may create. If you will bear with us this time, we think it will be our last trespass upon your columns, in this connection, for

A man convinced against his will, is of the same opinion still. Mr. Ingram characterizes our inquiries as ill-natured insinuations. Such was not our intention, but his reply is strongly flavored with ill-nature and, in his two and three quarter columns article, he has made but a thin defense. He thinks we ought to have signed another name, or rather have kept quiet. Perhaps, but we heard it proclaimed on the night of the 14th, that the battle was fought, the victory won and the people free, so, being one of the people, we felt free to pronounce the inquiries last week's CHRONICLE; but Mr. Ingram seems to think all are not free and he, is free to speak, but to his reply. To us, first he says there is no point, but there we differ with him. He says to apply it in the shape of a wheel and the gearing of a wagon, iron is the strongest—severe tests do not prove this assertion to be true. He says a wagon made of wood, without the addition of iron is worthless—this every one knows. He gives the weight of the iron wagon, and says the same weight of wood and iron combined, is not near so strong. This assumption is new to us, for, every one who knows anything about the strength of wood and iron, knows that the two combined, are stronger than either by itself. He also says that the question, of iron or feathers is without application to the subject, but defeats his own argument by saying that loose strain and everything bulky, relieves itself of elasticity, and that iron, bricks &c., &c., are dead weight. Just what we claim; between two wagons, the iron one is dead weight, and when the wheel strikes against anything solid, it is dead weight, whilst the wooden wheel relieves itself by means of its own elasticity and, therefore, is lightest on the team. He further says the iron wagon is the lightest draught, and tries to explain why, but we can't see it in the same light. His first point is, that the spindle is larger than that of the two-horse wooden axle. We believe it is about the same size; but if that of the iron wagon is larger than the spindle of the wooden axle, it is saying but little for the strength of iron.

We admit that a large spindle runs lighter in mud, but this is no larger. He also asserts that people in the country prefer wood axles, or thimble skien to iron axles. We don't find it so, at least, in this country. He claims also, that the iron wagon runs lightest because it has only twenty inches bearing, whilst the wooden, or ordinary iron axle has forty-four inches. Now this is a mistake; as a general rule a wooden axle has but four and a half inches bearing, still he claims less friction. Let us see how this will work—taking the iron spindle with five inches bearing. All who know anything about wagons, are aware that the spindle does not fit in the wheel as it does in a car wheel, but is no more or less loose; and the longer it runs, the looser it gets in the box. Suppose the spindle has one sixteenth of an inch play which is very little. Now set the wheel on the five inch spindle, then suppose the wheel to be the usual height—four feet, eight inches, then from the centre to the circumference, will be two feet four inches, with a play of one sixteenth of an inch? Take the eleven inch spindle with the same play in the box, and find the difference of variation. We think the longer spindle has the advantage for, if the iron of the wheel vary one quarter of an inch, on a five inch bearing it is less than half of that on an eleven inch spindle.

Mr. Ingram also informs us that the spindle of the iron wagon is patented

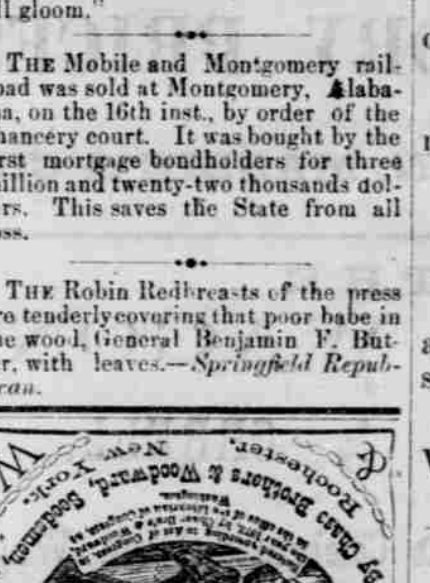
and we can't use it—Friend Martin, we do not wish to use it; it is not in our line, we have seen many patents that we would not use, if we could. As to the wagon being taken to a smith's shop, in a secluded part of the city and worked upon in the night, we will be honest in this, as in our whole article, by saying we may have been misinformed, and will state nothing untrue, if we know it. Our information was derived from one whom we thought reliable, but will take the word of Mr. Whitfield and Mr. Bollins. The former we know well and will take his word for what he said to the wagon, or anything else he may say he did, and no reason to think otherwise of Mr. Bollins; though being one of the Aldermen elect, does not make his word any better than blacksmith Bollins's. We hope this explanation will be satisfactory, for if we stated anything not correct, it was because we were wrongly informed. As to the new wheels sent for, we adopt the excuse of Mr. Ball, believing him to be a gentleman. Such things may happen to any one, but, were we to send out a thing as a test would first be very sure it was all right—as the case in point, we do not think the test very remarkable—nor is it strange that the iron wagon carried the forty keys of nails over the streets travelled. It is hard to tell how much a wagon will bear when carefully driven on a road firm and true enough to throw upon each wheel its due proportion of the weight. As to the testimony of the seven teamsters, we have it from as good a citizen as is in Montgomery county, and if we have wronged you here, we plead the same excuse as that given—that the wrong was not intentional. As to the certificates published, we have nothing to say, believing the gentlemen to be what is claimed for them, and hope the wagon is all that is claimed for it.

A few words about the factory and we are done. What does Mr. Ingram claim for it? That it is a monopoly, and as such, will it benefit the community? We think not. We have always been taught that competition is the life of trade. But what have our farmers been contending against for the last two or three years? Is it not against the monopoly of the railroads? Yet, friend Ingram wants to create a monopoly. We thought we were through, but not so. Friend Ingram says he knows nothing of the several iron wheels we have mentioned, but supposes they have gone the way of our balance wheels. We know not to what balance wheel he alludes, but we say with Mr. Bollins, roll on with your wagon.

We clip the subjoined extract from the Waverly Journal, of 9th inst., in reference to the death of the son of one of our former esteemed fellow countrymen: "Carter T. son of our venerable and much esteemed fellow citizen, Col. V. S. Allen, died this morning at half past eight o'clock, of congestion of the lungs. He was born on the 13th of March, 1839, in Montgomery county, near Clarksville, Tenn. His illness was brief and painful, and in his death, the community loses a kind, hearted, sociable, accommodating citizen, and a faithful friend. The aged and grief-bowed father has the entire sympathy of our people in his sad bereavement, the death of his only child. May he rest in peace by his mother's side, long since in her quiet grave, and finally realize the brightest hopes which sometimes kindle the soul, when the mind is all darkened, and the world all gloom."

The Mobile and Montgomery railroad was sold at Montgomery, Alabama, on the 16th inst., by order of the chancery court. It was bought by the first mortgage bondholders for three million and twenty-two thousand dollars. This saves the State from all loss.

The Robin Redbreasts of the press are tenderly covering that poor babe in the wool, General Benjamin F. Butler, with leaves.—Springfield Republican.



Clothing, AND FURNISHING GOODS! ALL KINDS, All Styles, ALL PRICES! CHEAP FOR CASH! AND FOR CASH ONLY!

J. L. BLANTON, Allwell Block, Walter McComb & Co., Clarksville, Tenn. Nov. 14, 1874.

Shirts made to Order. Satisfaction guaranteed. Nov. 14, 1874.

FINE FARM FOR SALE AT AUCTION. A farm situated about 17 miles from Clarksville, Tenn., containing about 200 acres, with a good house, barn, and other improvements, is offered for sale at public auction, on Monday, the 1st of December, 1874, at 10 o'clock, A.M., at the residence of J. L. Porter, in Clarksville, Tenn. Terms, cash. Notes with interest from date. T. L. PORTER, Nov. 12, 1874.

In Chancery at Charlotte, State of Tennessee, C. S. Voorches, Adm'r vs. Margaret Miles et al. In this cause it appearing to the satisfaction of the Clerk and Master from the allegations in the bill and the affidavits thereto that West Hampton, defendant herein, is a non-resident of the State of Tennessee, and that the ordinary process of law can not be served upon him, it is therefore ordered that publication be made for four successive weeks in the Clarksville Chronicle, a newspaper published in the city of Clarksville, Tennessee, requiring said non-resident defendant to appear before the next term of Chancery Court to be held at Clarksville, Tenn., on the first Monday in December, 1874, and plead, answer or demur to the complainant's bill, or the same will be taken for confessed and set for hearing ex parte. T. C. MORRIS, Sol'r for Compl'r. Nov. 7, 1874—4-11-65 60.

In Chancery at Charlotte, State of Tennessee, Dickson County, C. S. Voorches, Adm'r vs. Margaret Miles et al. In this cause it appearing to the satisfaction of the Clerk and Master from the allegations in the bill and the affidavits thereto that West Hampton, defendant herein, is a non-resident of the State of Tennessee, and that the ordinary process of law can not be served upon him, it is therefore ordered that publication be made for four successive weeks in the Clarksville Chronicle, a newspaper published in the city of Clarksville, Tennessee, requiring said non-resident defendant to appear before the next term of Chancery Court to be held at Clarksville, Tenn., on the first Monday in December, 1874, and plead, answer or demur to the complainant's bill, or the same will be taken for confessed and set for hearing ex parte. T. C. MORRIS, Sol'r for Compl'r. Nov. 7, 1874—4-11-65 60.

In Chancery at Charlotte, State of Tennessee, Dickson County, T. Hayden vs. Willis Foster et al. In this cause it appearing to the satisfaction of the Clerk and Master from the allegations in the bill and the affidavits thereto that West Hampton, defendant herein, is a non-resident of the State of Tennessee, and that the ordinary process of law can not be served upon him, it is therefore ordered that publication be made for four successive weeks in the Clarksville Chronicle, a newspaper published in the city of Clarksville, Tennessee, requiring said non-resident defendant to appear before the next term of Chancery Court to be held at Clarksville, Tenn., on the first Monday in December, 1874, and plead, answer or demur to the complainant's bill, or the same will be taken for confessed and set for hearing ex parte. T. C. MORRIS, Sol'r for Compl'r. Nov. 7, 1874—4-11-65 60.

Walter McComb & Co. are agents for the

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DRUGGIST'S NOTICE. Herewith our respective houses of business will be open on Monday until further notice in the morning, and from three to six in the afternoon.

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DICKSON CO., ADVERTISEMENTS. In Chancery at Charlotte, Dickson County, State of Tennessee, C. S. Voorches, Adm'r vs. Margaret Miles et al.

In this cause it appearing to the satisfaction of the Clerk and Master from the allegations in the bill and the affidavits thereto that West Hampton, defendant herein, is a non-resident of the State of Tennessee, and that the ordinary process of law can not be served upon him, it is therefore ordered that publication be made for four successive weeks in the Clarksville Chronicle, a newspaper published in the city of Clarksville, Tennessee, requiring said non-resident defendant to appear before the next term of Chancery Court to be held at Clarksville, Tenn., on the first Monday in December, 1874, and plead, answer or demur to the complainant's bill, or the same will be taken for confessed and set for hearing ex parte. T. C. MORRIS, Sol'r for Compl'r. Nov. 7, 1874-4-11-65 60.

In Chancery at Charlotte, Dickson County, State of Tennessee, H. C. Merritt, Adm'r of T. W. King, dec'd, vs. F. M. Hampton et al. In this cause it appearing to the satisfaction of the Clerk and Master from the allegations in the bill and the affidavits thereto that West Hampton, defendant herein, is a non-resident of the State of Tennessee, and that the ordinary process of law can not be served upon him, it is therefore ordered that publication be made for four successive weeks in the Clarksville Chronicle, a newspaper published in the city of Clarksville, Tennessee, requiring said non-resident defendant to appear before the next term of Chancery Court to be held at Clarksville, Tenn., on the first Monday in December, 1874, and plead, answer or demur to the complainant's bill, or the same will be taken for confessed and